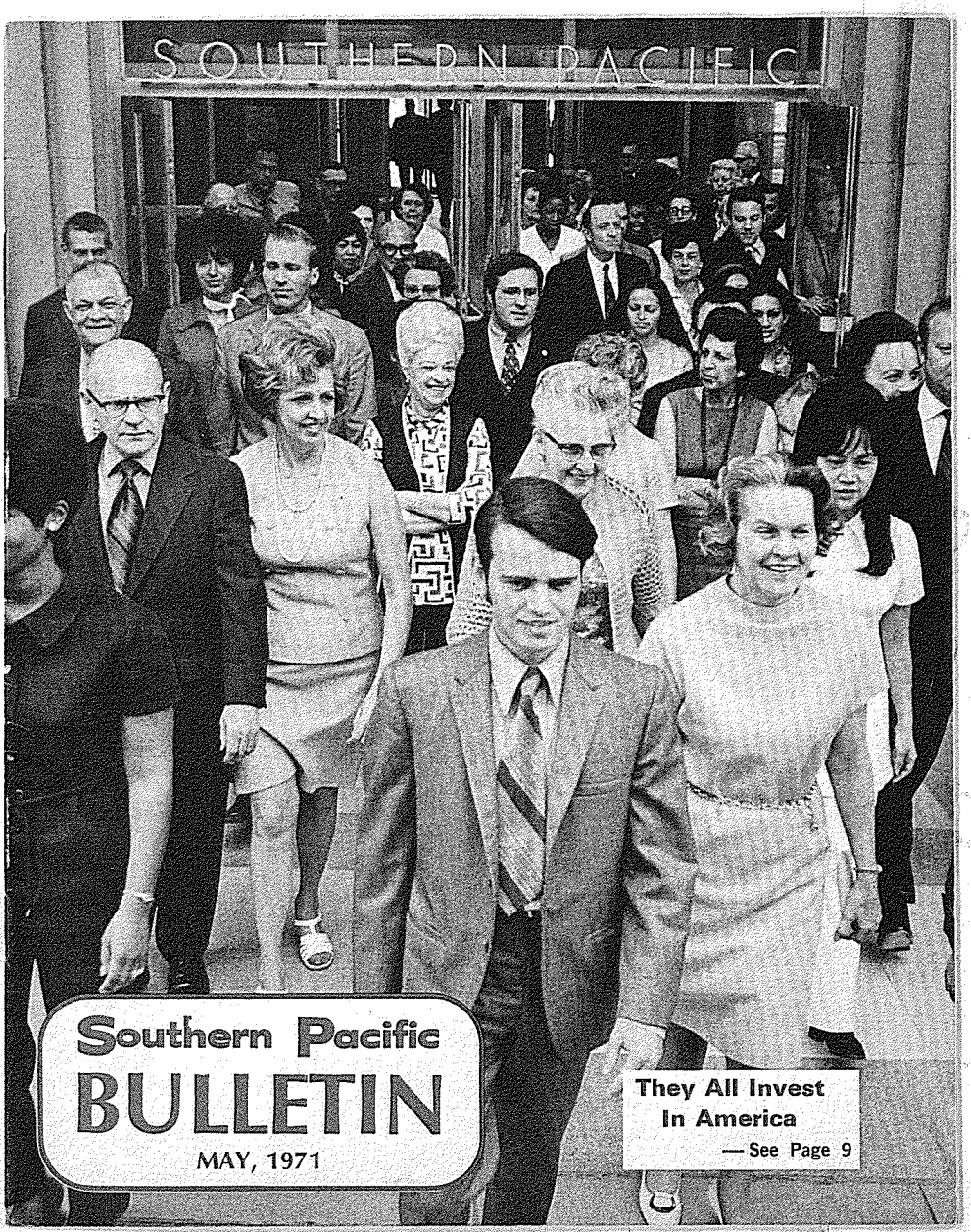


Southern Pacific BULLETIN

MAY, 1971

They All Invest In America

— See Page 9



New Microwave Link

Our microwave system, one of the largest privately-owned networks in the world, will soon be extended from Sparks, Nevada, to Ogden, Utah. With the completion of this link in 1972, we will have more than 6,600 miles of microwave in service.

We are now sharing our microwave facilities with the Illinois Central and the Union Pacific on a no-cost, reciprocal basis. The arrangement gives us direct access to our off-line traffic offices in Chicago and the Midwest, while the IC and UP gain access to their offices in the Southwest and West. Information sent over the exchanged channels includes car supply data, car tracing inquiries and information to aid in traffic solicitation.

1200 PFE Cars

Between now and July, PFE will receive 1200 new multi-purpose mechanical refrigerator cars. Delivery of this $40 million order will give PFE 13,200 mechanical reefers, one-half of the total number of these cars in the U.S. The cars can maintain pre-set temperatures ranging from below zero to plus 70°F. and offer shippers the lowest cost per unit in transportation today, if the full capacity of the car is utilized. The new reefers can carry 65 tons in their 4000-cubic-foot interiors.

Pipeline to be Built

Southern Pacific Pipe Lines will shortly begin building 13.5 miles of 24-inch pipeline from Watson (near Long Beach) east to Norwalk, Calif. This line, which will be parallel to SPPL's 16-inch line built in 1955, will cost about $6 million. The project is the first phase of construction for expansion of SPPL's "West Line" between Watson and Phoenix, Ariz.

Ecology Aid

SPPL has offered to build a central vapor recovery system at the Colton Terminal on behalf of all the oil companies having truck loading racks there. This system would be similar to SPPL units at San Jose and Brisbane, Calif., which prevent vapors from escaping into the atmosphere during tank truck loading by accumulating the vapors and re-liquifying them.

Automatic Scanner

Radios on company cars, trucks and other mobile units are being equipped with a new device which scans the four channels available and automatically locks on to any one of them carrying a message. Thus the individual operating the car or truck knows immediately if someone is trying to reach him. The device, called a sequential monitor, scans the four channels ten times per second.

On Target

Southern Pacific's systemwide safety goal of "No More Than 4" reportable injuries per million man-hours was attained during the first quarter of 1971. The Pacific Lines had a casualty ratio of 3.48, and the T&L Lines casualty ratio was 3.51 for a combined ratio of 3.48.

Training Stepped-Up

The output of graduates from our Engine Service Training Center at Downey, Calif., has tripled with the addition of four more instructors. We are now graduating three trainees a week from the three-week course, which provides 144 hours of instruction, 48 hours of it in the cab of the locomotive simulator. There are now (as of April 30), 64 graduates from this specialized school.

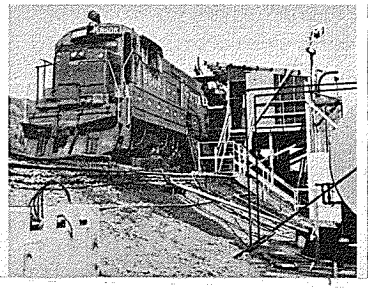
Crossing Protection

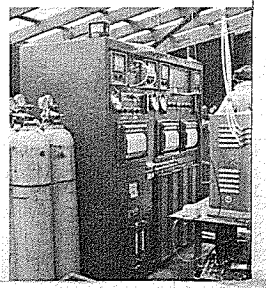
During 1970, Southern Pacific installed automatic protection at 269 grade crossings along its system lines — nearly a quarter of all the installations completed throughout the nation. More than 4,300 of our crossings are now protected with gates, flashing lights, and other types of automatic protection.

Emission Study

Southern Pacific has recently completed a study at Richmond, Calif., on exhaust emissions from diesel locomotives. Also participating in the research project were the AAR, Union Pacific and the Santa Fe. Purpose of the investigation was to evaluate relative emission levels under various engine operating conditions, in order to develop data for use in environmental studies. (See below.)

LEFT: Test site at Richmond, Calif., where exhaust emission study was made. RIGHT: Cabinet houses ultra-violet and infrared absorption units for measuring exhaust components. Tanks hold standard gases used to calibrate instruments. Small box at right houses flame ionization detector which measures unburned hydrocarbons in exhaust emissions.





Vice President A. D. DeMoss:

"Make Every Dollar Count"

Our Purchases & Materials Department spends up to $400 million a year for equipment and supplies. In this BULLETIN interview, Mr. DeMoss explains what steps the department takes to get the most out of company funds.

Q. *Mr. DeMoss, what do you see as the major challenge facing the railroad purchasing agent in 1971?*

A. Our biggest challenge, of course, has always been to conserve company funds, while at the same time providing the equipment and materials needed to get the job done. This year, inflation makes our task doubly difficult. To counteract monetary losses due to inflation, we must obtain items that are more serviceable, more durable and which feature improvements that make them more productive.

Q. *Can you give some examples of how inflation limits the "productivity" of our purchasing dollars?*

A. On January first, the steel companies increased the price of rail by $10 per ton, which had the effect of adding almost half a million dollars to the cost of our 1971 rail program. We have the choice of either "finding" the extra money or reducing our rail program by 16 miles. The price of road locomotives increased nine per cent in January and will increase another nine per cent next year. This means that these locomotives will cost us $60,000 more apiece in less than two years. The amount of money we paid for six locomotives in 1970 will only buy us five in 1972.

Q. *How can the Purchases & Materials Department help offset rising costs?*

A. By keeping inventories low, by using Southern Pacific's purchasing power to obtain high-quality materials and technologically-improved equipment, and by taking advantage of the downward pressure of competition on prices.

Q. *What steps do you take to keep inventories low, while at the same time keeping supplies flowing to where they are needed?*



"Price increases we already know about will mean that the money Southern Pacific paid for six locomotives in 1970 will only buy us five in 1972."

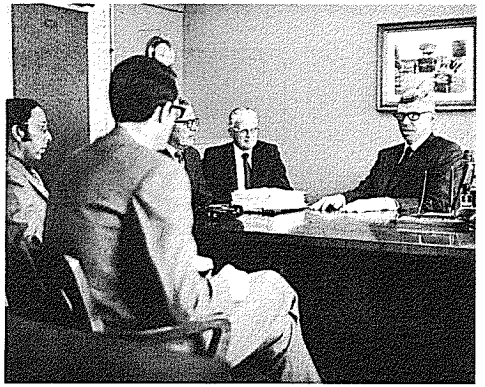
A. We use three different purchasing methods, each adapted to a particular type of material. Items which the company uses regularly in predictable quantities for day-to-day maintenance, repairs and operations are purchased through computerized ordering. Included are such things as brake shoes, journal brass, signal batteries, fusees, locomotive filters and lubricating oil. About $35 million-worth of these items are ordered each year through our Centralized High Value Inventory Control or "CHIC" System. A computer calculates how much of a given item to order and how often to order it, based on economic factors, inventory information from the field, and the vendor's delivery schedules. It then produces a purchase order from data stored in its "memory" on specifications, prices, freight allowances, discounts and taxes. In some cases, the computer even selects the vendor, based on predetermined ratios.

Items associated with programmed work are purchased on a minimum lead time basis. Among them are such things as rail, tie plates and spikes for relaying programs; and steel plate and lumber for upgrading boxcars.

By keeping in close touch with the using department, we can "fine tune" the delivery of these items, so that they arrive only a few days of weeks before they are needed.

"Bread and butter" items are purchased on a standing order basis from local merchants whenever possible. These are small quantity purchases, such as a pound of nails, a can of paint, spark plugs or janitorial supplies. The local hardware store, lumber yard or parts house maintains the inventory, and our supervisors or foremen are able to buy small supplies as

Please turn page



Mr. DeMoss, right, confers with four members of his staff. From the left, they are: Thomas F. Heywood (back to camera), purchasing agent; Franz Ray, purchasing research supervisor; and Head Buyers Carroll C. Evatt and George W. Wallace. Company purchasing policy is spelled out clearly in a booklet available to all vendors.

needed. We use a computer to monitor these standing order purchases, and our P&M Department people also check them regularly by making field audits.

These three purchasing methods make it possible for us to acquire $150 million-worth of maintenance, repair and operations materials a year and yet maintain an inventory for the company and all of its affiliates of only about $21 million. On the average, materials are on our property less than 60 days before being used.

Q. *Mr. DeMoss, you started your Southern Pacific career in the Engineering Department, and you've worked closely on various projects with our Mechanical Department people. How are you helping them meet their budget requirements?*

A. We can often save them money by substituting materials, if specifications can be modified. For example, we recently developed an acceptable alternate to the kind of wood specified for re-decking flatcars which saved $70 per car or a total of $49,000 on a 700-car program. By specifying this same type of wood on a new car order we saved $294 per car or a total of more than $44,000 on the purchase of 150 bulkheaded flatcars. We can also help by following up on cases where parts or materials fail under warranty or where refunds are due because of an overshipment or a delivery of unspecified material. When our claims against vendors are successful in these cases, budget charges can usually be reduced or eliminated. Some warranty claims run into thousands of dollars over a long period of time.

Q. *Does your department play a role in helping to bring about technological advances?*

A. We've helped bring about some advances by using Southern Pacific's purchasing power in specific instances. For example, manufacturers of steel freight car wheels are now making certain ultrasonic and wet magnetic particle tests on the wheels which we purchase, even though these tests are not required by the railroad industry in general. The improved testing resulted from our bringing competitive forces into the negotiations. Our negotiations with suppliers also played an important role in the development of the $1 million locomotive simulator. Often, where there is only one vendor or a limited amount of competition, we encourage the development of new sources of supply. Increased competition stimulates new ideas, and it also tends to make our traditional vendors sharpen their pencils and innovate.

Q. *Certainly one way to "stretch" the purchasing dollar is to prevent the waste of materials and supplies. How does the department function in this area.*

A. Waste can take many forms, such as theft, vandalism, spoilage, leakage, fire and water damage and, of course, obsolescence. The most effective way to prevent waste is to have a "zero" inventory. We've already mentioned our three-pronged attack on the inventory problem. Back in the early 1950's, we had a $36 million inventory on Southern Pacific. At today's prices, that inventory would have a value of $42 million, as compared to our present $21 million inventory. In other words, we have been successful in removing $20 million-worth of materials and supplies from exposure to all forms of waste.

Q. *How does the Purchases & Materials Department help the individual railroader out on the line? And, conversely, how can he help the department carry out its goals?*

A. Our district managers of purchases and services are available 24 hours a day to help Mechanical Department and Maintenance of Way supervisors obtain materials for emergencies or repair parts for urgently-needed equipment. They can advise on the closest available source for the needed items, and they can often use vendor relationships to expedite delivery.

On the second part of your question — how can the individual railroader help — I think we should all be conscious of the need to minimize inventories, and we should treat company tools, parts and supplies as we would our own. Waste undermines the ability of our railroad to compete with other forms of transportation, and in the long run that hurts all of us.

Q. *We understand the department's responsibilities have been extended to cover the purchase of services as well as materials. How will this help control company expenditures?*

A. We feel that services such as taxi cabs and hotel rooms for crews, trash and garbage disposal, pest control and short term rentals should be acquired through negotiations and periodically re-evaluated in the same way that we scrutinize our material and capital equipment purchases. By doing so, we will be able to use the company's purchasing power to obtain volume discounts and improved performance by the supplier. And we will also be able to eliminate waste resulting from the uncoordinated purchase of these services.

Q. *Has the "computer revolution" made extensive changes in our purchasing activities? Do you foresee more applications in the future?*

A. As I mentioned earlier, we are already using computers to control about $35 million a year in purchases, and we foresee more applications in the future in the area of security — valid vendor checks, for example, and various exception tests which can be programmed into computers issuing purchase orders or vouchers. Further into the future we expect to see invoice and receiving verification by exchange of tape with vendors.

Q. *Have the qualities needed by a good purchasing agent changed over the past few years?*

A. A good purchasing agent has always kept himself well informed on the materials he was dealing with. Today, however, all departments are using more and more sophisticated equipment, and the purchasing agent needs more specialized knowledge than ever before. This is particularly true in the computer and communications areas. Our young purchasing agents have degrees in civil engineering, accounting, industrial engineering and law.

Q. *What kinds of training opportunities are being offered to Purchases & Materials people?*

A. We have in-house classes on purchasing procedures for our buyers and clerical people, and members of the department also attend courses offered by the National Association of Purchasing Management and the American Management Association. These courses are designed to expose the purchasing agent or buyer to new techniques and procedures used by other industries. We also encourage our people to visit company locations where they can see first hand the impact of their purchasing decisions. And we change the commodity assignments of our purchasing agents and buyers from time to time to give them a look at other areas of our responsibility.

Q. *How do you determine the sources of supply for Southern Pacific?*

A. In general, capital items like rail cars, locomotives, trucks and trailers are purchased on the basis of competitive bids. Many of the maintenance, repair and operations items are purchased in the same way. Standing orders or contract purchases are generally negotiated on the basis of the vendor's list price, less a specified discount.

Q. *One of the ASTRO recommendations now in the legislative hopper calls for low-cost Federal loans to help the railroads buy locomotives and cars. Why is this recommendation important to a strong, healthy railroad like Southern Pacific?*

A. All railroads are feeling the effects of rising costs due to inflation, plus the trend toward more and more expensive specialized cars, higher horsepower locomotives and new types of sophisticated equipment. These pressures, plus low earnings, have brought some of the weaker railroads to the brink of bankruptcy. Low cost Federal loans will help *all* the railroads acquire the cars and locomotives they need, strengthening the whole system. Southern Pacific will benefit since no railroad stands alone — what happens to any part of America's railroad system ultimately affects us.

Diversified Experience

Alan D. DeMoss, 45, vice president-purchasing, is a mathematics graduate of Sacramento State College and was also a Sloan Fellow at Stanford's Graduate School of Business. He served with the 24th Infantry Division in the South Pacific during World War II.

After entering Southern Pacific service at Sacramento in 1943, he became successively division engineer at Ogden, Utah, assistant superintendent at Los Angeles and superintendent at Dunsmuir.

He was named assistant engineer of maintenance of way and structures at San Francisco in 1960, assistant general purchasing agent-system in 1968 and general purchasing agent-system a year later. He became vice president-purchasing on December 1, 1970.

Under his supervision are 435 people who carry out the department's purchasing and material handling responsibilities.





LEFT: H. D. "Pee Wee" Girouard, agent at Lafayette, La., gives ASTRO slide presentation to group of employes there. RIGHT: He chats with New Iberia Rotary Club President Chris Daly, left, and Southern Pacific Traffic Representative Frank Newcomer, Jr., center, prior to explaining the ASTRO program to the club.

Typical of hundreds of railroaders now speaking out on behalf of our industry, "Pee Wee" Girouard is an:

ASTRO Campaigner

H. D. "Pee Wee" Girouard, agent at Lafayette, La., arrives at the office at 7 instead of 8 these days, and he isn't playing quite as much golf as he used to.

"But it's all in a good cause," he says.

Pee Wee (a 198-pounder with football tackle dimensions) is an ASTRO campaigner. As such, he is typical of the hundreds of railroaders across the nation who have been seeking public understanding of the problems facing the railroad industry and support for the legislative program recommended by America's Sound Transportation Review Organization.

On Southern Pacific alone, some 75 ASTRO campaigners have explained the program to scores of influential groups and organizations, usually making these ASTRO presentations in addition to their other duties.

Groups already contacted range from Congressional delegations in Washington and state legislators in Southern Pacific territory, to local city councils, chambers of commerce and service clubs.

On the Lafayette Division, Pee Wee serves as ASTRO chairman in charge of contacting civic groups. Working with him as co-chairmen are Roadmaster W. M. Bush, Schriever; and Agents L. J. Lassere, Lake Charles; P. R. Kinniff, New Iberia; and U. J. Melancon, Morgan City. W. P. Reaux, secretary to the senior assistant superintendent, Lafayette, keeps the news media informed on when and where the presentations are being made.

So far, Pee Wee has explained the ASTRO program to 12 different Lions, Rotary, Kiwanis and other service clubs in Lafayette, Lake Charles, New Iberia, Franklin, Morgan City, Houma and Thibodeaux, La. In addition, his co-chairmen have made several presentations, so that all of the key organizations in several Louisiana communities have now heard the ASTRO story.

Pee Wee has also presented the ASTRO slide program to a number of Southern Pacific employe groups in Lafayette.

During each presentation, he points out that railroads need the help of voters to accomplish the reforms that will bring about a healthy and balanced rail system. And he asks both employes and civic leaders to *write to their Congressmen* asking them to support the ASTRO program.

"We're really getting down to the 'nitty gritty' with this program," Pee Wee says. "When you explain to people that without America's railroads they'd be paying 35 per cent more for their groceries, they soon understand how important the ASTRO program is to them."

He has been getting a "cordial response" wherever he has been, and he feels that the railroads stand a good chance of "making a real breakthrough with the ASTRO program."

A member of an old "Cajun" family, Pee Wee speaks French and occasionally answers questions on ASTRO in that language.

To All Southern Pacific People:

We all recognize that the habit of thrift—of saving a little money out of each pay check—is a good one. It helps achieve important goals and at the same time adds to one's future security.

The Payroll Savings Plan for United States Savings Bonds offers a practical and patriotic answer to this need. It is practical because it is convenient, safe and fully automatic and helps hundreds of thousands of American wage earners to strengthen the security of their families every pay day. It is patriotic because it strengthens the economy of our country.

Savings Bonds are the safest investment you can make and they now pay 5½% interest when held to maturity of only five years and ten months.

In addition, they are not subject to state and local income taxes and no federal tax need be paid until the bonds are redeemed. If they are lost, stolen or accidentally destroyed, the Treasury will replace them as of their original issue date.

Our Company has agreed to help the Treasury Department promote increased purchases of U.S. Savings Bonds because we feel it's good for you, good for us, and good for our country.

To participate, all you have to do is fill out a payroll deduction form, obtainable from your chief clerk or supervisor, stating how much money you'd like to save each month. Your savings start to grow automatically, and the bonds are mailed directly to your home.

Think seriously about starting your payroll savings plan today. It is a convenient way to meet your personal and family goals and to provide yourself with a dependable and liquid fund against financial emergencies.

Sincerely,

R. D. Braggins

PRESIDENT

He joined Southern Pacific at Lafayette in 1929 and held various Operating Department positions before becoming chief clerk in the Lafayette freight office in 1965. He was appointed agent on May 1 of this year.

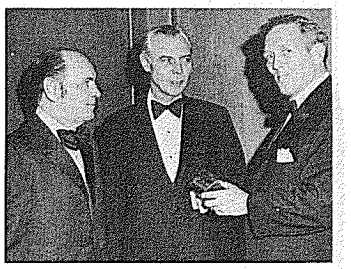
An active civic worker, he is currently third vice president of the Lafayette chapter of Beavers International, an organization which sponsors various charity and civic betterment projects. He is also a past president of the Lafayette Lions Club and a former deputy district governor in the Lions organization.

In his spare time, he enjoys fishing, golfing (he shoots in the low 70's) and making courtbouillon, a delicious fish chowder indigenous to the Evangeline country of Louisiana.

"I expect my golf handicap will go up a little, now that I've been so busy with ASTRO," Pee Wee says with a smile, "but this program is important. It offers real hope for our industry. What we're doing about ASTRO today may very well affect the future of every railroader in this country."

G. D. Clark Dies

George D. Clark, who retired in 1967 as president and general manager of Southern Pacific Transport Co., and Southwestern Transportation Co., died April 26 while serving as a loaned executive in Ethiopia. He had 29 years of service with the company.



Accepting American Iron and Steel Institute design award won by the Vert-A-Pac car are Harry J. Gilliland, left, department head, Manufacturing Development Staff, General Motors Technical Center; and William E. Thomford, center, manager of design engineering for Southern Pacific. Making presentation is Thomas Willson, vice president-promotion for the Institute.

Vert-A-Pac Car Wins Steel Design Award

Southern Pacific and General Motors are joint winners of the American Iron and Steel Institute's 1970-71 "Design In Steel Award" in the transportation equipment category for the Vert-A-Pac car.

This giant car, developed through combined Southern Pacific-GM research, carries 30 Chevrolet Vega 2300's in a vertical position, front bumper down. Big steel doors tilt down as loading ramps, then fold up to provide protection from weather and vandalism during shipment.

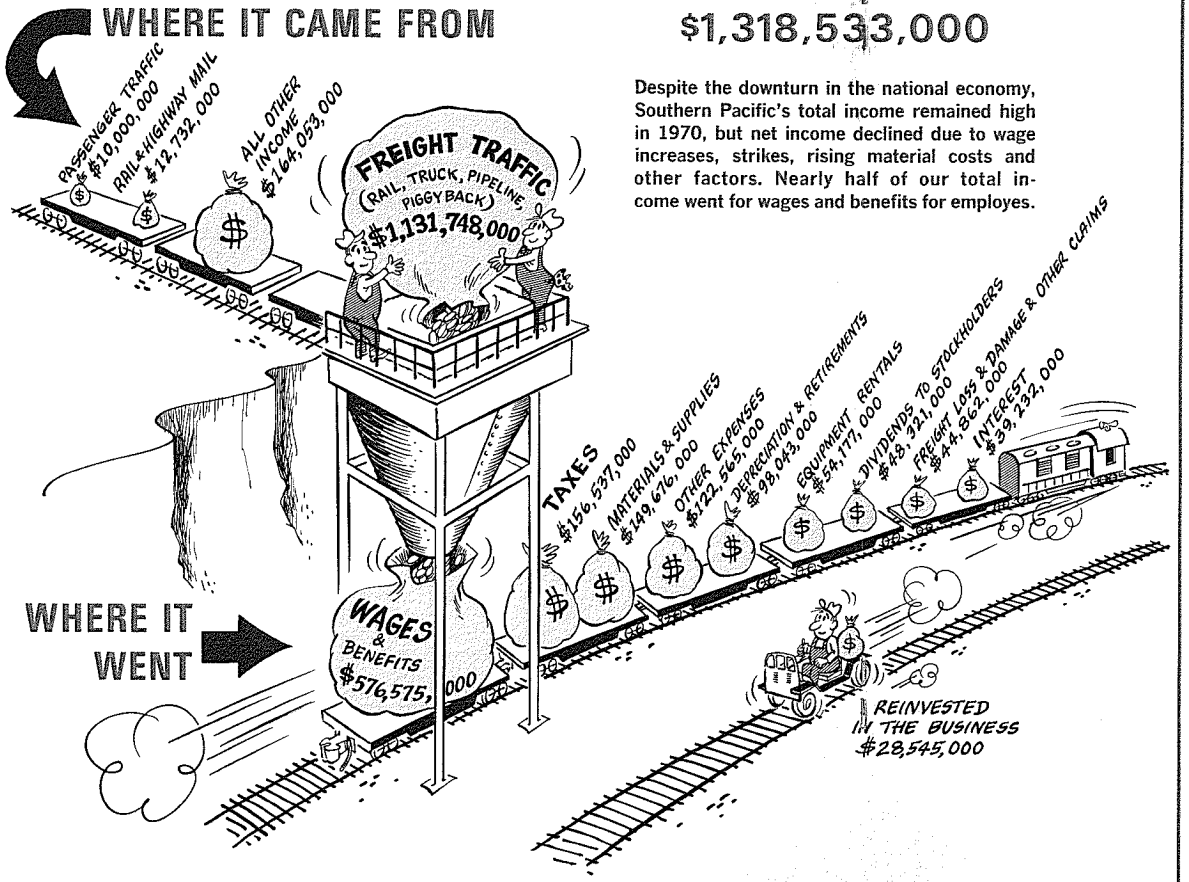
The award for the "Best Design of Transportation Equipment" was accepted by Harry J. Gilliland, department head, Manufacturing Development Staff, General Motors Technical Center, Warren, Mich.; and William E. Thomford, manager of design engineering for Southern Pacific at San Francisco.

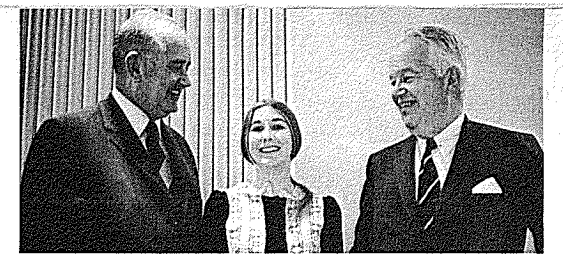
This year's "Design In Steel Award" program attracted more than 1,000 entries in 14 categories.

HOW WE DID LAST YEAR

1970 Total Income: $1,318,533,000

Despite the downturn in the national economy, Southern Pacific's total income remained high in 1970, but net income declined due to wage increases, strikes, rising material costs and other factors. Nearly half of our total income went for wages and benefits for employes.





Congratulating Lora Bolyan, 17, on winning this year's Invest-In-America speaker's contest are President B. F. Biaggini, left, chairman of the Northern California Council of Invest-In-America, and Stephen Ailes, president of the Association of American Railroads.

AAR President Says:

"Rail Industry Vital to Free Enterprise"

"The railroad industry has made a gigantic investment in America in the past and, with the help of the ASTRO legislative program, will keep right on doing so in the future as a vital part of the Free Enterprise System."

This is what Stephen Ailes, president of the Association of American Railroads, told those attending the 17th annual Invest-In-America luncheon in San Francisco on April 22.

Serving as master of ceremonies at the luncheon was President B. F. Biaggini, who is 1971 general chairman of Invest-In-America's Northern California Council.

Invest-In-America is a nationwide, non-profit educational organization. Over the past 15 years I-I-A's Northern California Council has won 15 Freedoms Foundation Awards for its work in helping to bring about a better understanding of the American Way of Life.

Also speaking at the luncheon was Lora Bolyan, 17, a senior at Aragon High School in San Mateo and a Junior Achiever. Lora was Northern California-Nevada regional winner of the annual Invest-In-America speaker's contest for Junior Achievers.

"As a nation, we face many complex problems these days," Lora pointed out, "but our system has always worked well and our accomplishments are the envy of the world.

"Don't sell America short," she concluded. "Work for and invest in America, for our system offers not only a free life, but truly a better life."

EDITORIAL

They All Invest In America

The 48 Southern Pacific people shown coming out of the General Office Building on the cover of this issue are all Investors In America. So is everyone else in this country who is buying a home or who has a savings account, securities or insurance. We are all putting our money to work under America's Free Enterprise System.

Our savings, combined with invested business profits, provide the capital it takes to create new plants and jobs and America's high standard of living.

We all benefit from money saved and invested. Individuals get a return for the use of their money. Businesses obtain the capital they need for expansion or improvement. And the nation continues to move forward as savings wisely invested provide more goods and jobs for everyone.

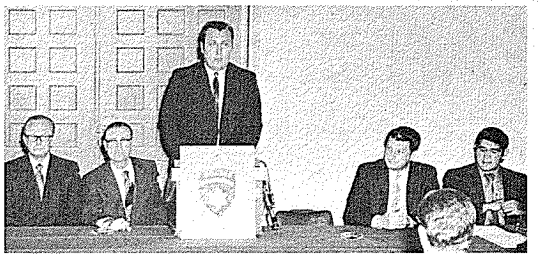
College-Level Subjects:

Our Police Take 200-Hour Course

Twenty-six Southern Pacific police officers from all over the system recently completed a 200 hour college-level course in police science.

The five-week course was organized by the Southern Pacific Police Department in association with Merritt College and was fully accredited by the college. Its curriculum was also approved by the California Commission on Police Officer Standards and Training.

Instructors included representatives of our own Police, Law, General Claims, Safety, Public Relations and Freight Claims Departments, instructors from Merritt College, and representatives of the Alameda County District Attorney's Office, the Federal Bureau of Investigation, the Oakland and Alameda Police Departments, the California Highway Patrol, the National Auto Theft Bureau, and the California Alcoholic Beverage Commission.



Addressing his fellow classmates at graduation ceremonies concluding Southern Pacific's five-week course in police science is Class President J. E. Driskell of Houston. To the right of the podium are (l-r) Ray Horn of Portland, vice president; and Joseph Jara of Los Angeles, secretary. Left of podium are C. W. Champlin, left, asst. chief special agent; and W. H. Stone, chief special agent-system.

Subjects covered ranged from criminal investigation and rules of evidence to community-police relations and disaster training. The officers also completed a Red Cross first aid course.

Axel W. Hansen, special representative in General Claims, Houston, helped organize and instruct a special two-week course in police photography at the Harris County Sheriff's Academy.

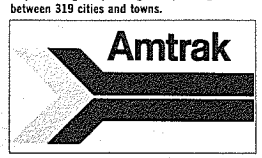
About 25 police officers from Houston and surrounding areas took the 40-hour course, which was accredited by the Texas Commission on Law Enforcement Officer Standards and Education.

AMTRAK Service Begins

Southern Pacific has signed a contract with the National Railroad Passenger Corporation (AMTRAK), which began operating most of the nation's remaining inter-city passenger trains May 1.

AMTRAK is now providing passenger service with the same frequency and over essentially the same routes as those formerly served by Southern Pacific's *Sunset, Cascade, City of San Francisco,* and *Coast Daylight* trains.

This is the new symbol of National Railroad Passenger Corp. Formerly known as Railpax, it has adopted AMTRAK as its informal name. On May 1 it began operating 182 passenger trains between 319 cities and towns.



Four of our inter-city trains were not selected by NRPC for operation and were therefore discontinued on April 30: the *San Joaquin Daylight*, the *Sacramento Daylight*, the Northwestern Pacific's self-propelled car which ran thrice-weekly between Eureka and Willits, and the San Jose-Monterey portion of the *Del Monte*. The remainder of the *Del Monte* will continue to operate between San Francisco and San Jose as part of our Peninsula commute service, which has not been affected by AMTRAK.

Under the contract, Southern Pacific people will continue to man and sell tickets for AMTRAK passenger trains operating over our lines.

AMTRAK has announced that active and retired railroad employes with at least one year's service and members of their immediate families will be able to travel for half-fare on all AMTRAK trains. Annual passes will not be honored on the trains or for the purchase of tickets. Those desiring to use this privilege—which is confined to basic rail fare only—must request half-rate orders through channels.

Traffic Titles Changed

Titles of traffic men throughout the system have been simplified and modernized, effective May 1.

Under the new set-up, general freight and passenger agents become general traffic representatives, district freight and passenger agents become district traffic representatives, and both CF&PAs and TF&PAs become traffic representatives.









ABOVE: Representatives of all San Antonio Division employe organizations attended the April 8 safety awards dinner. LEFT: President B. F. Biaggini presents top safety award won by San Antonio Division employes to Supt. S. E. Tanner, left. LEFT BELOW: Cotton Belt President R. M. Nall presents safety award won by Cotton Belt Purchases & Materials Dept. employes to D. B. Bennet, left, asst. material manager, Pine Bluff. RIGHT BELOW: Vice President-Operations R. D. Spence presents Group I award won by Oakland Terminal employes to Terminal Supt. J. E. Holloway, left.

Ceremonies at San Antonio

President Presents Top Safety Awards

In ceremonies held at San Antonio, Texas, on April 8, awards for the best 1970 safety records in various categories were presented by President B. F. Biaggini, Vice President-Operations R. D. Spence, and Cotton Belt President R. M. Nall.

Special guests at the awards dinner included representatives of all the employe organizations on the San Antonio Division. That division won President's Awards for having the best Southern Pacific safety records in three categories: all employes; maintenance of way employes; and train, engine and yard employes.

Joint winners of a fourth President's Award, given annually to the division with the safest Mechanical Department employes, were the Lafayette, Tucson and San Joaquin Divisions. All three had accident-free records in that category.

Houston General Shops won a President's Award as the safest Southern Pacific shop of its size, and Purchases & Materials Department employes on the Northern District, the Texas and Louisiana Lines and the Cotton Belt were joint winners of a President's Award in their category. All three P&M units had accident-free records.

The Oakland Terminal also won an award as the safest of our four largest (Group I) terminals.

Richard E. Steere, 91, who retired in 1944 as asst. superintendent of telegraph at San Francisco, passed away at Oakland, Calif. on April 3.

New Operating Posts

The appointment of W. V. Williamson as manager of operating and terminal systems, B. W. Bishop as assistant manager, and W. H. Justus as special assistant, effective April 1, was announced recently by General Manager R. L. King.

They will be responsible for the design of terminal facilities and the development of operating systems, using TOPS data.

Williamson joined the company at Los Angeles in 1942. He has been asst. to the general manager at San Francisco since 1965.

Bishop entered Southern Pacific service at Los Angeles in 1936. He was appointed asst. to the general manager at Houston in 1970.

Justus has been a supervisor in Damage Prevention & Loading Services at San Francisco since 1969.



Accepting a plaque from the Potato Growers Assn. of California is H. E. "Herb" McNaught, right, retired manager of perishable freight traffic for Southern Pacific. Making presentation is Charles E. Gilb, chairman of the organization's Awards Committee. Applauding is E. C. "Bill" Mazzie, president of the Association.

Potato Growers Honor McNaught

A special tribute from the Potato Growers Association of California was recently presented to H. E. "Herb" McNaught, who retired a few months ago as manager of perishable freight traffic at San Francisco, after 46 years of Southern Pacific service.

The tribute, in the form of an official resolution from the Association, reads in part:

"Whereas, Herb McNaught has willingly and voluntarily contributed unceasing personal interest and guidance to the potato industry of California, and whereas as a man he has contributed greatly to sound thinking in the field of perishable traffic and has also shown that the human relations of Southern Pacific can be pleasant, dignified and meaningful, and whereas as a person he has endeared himself to all and we consider him a good and special friend; now therefore, be it resolved that the governing board of the Potato Growers Association of California does hereby express to Herb McNaught the affection and admiration of our industry."

Reeves Moves Up

W. J. Reeves has been appointed district manager of industrial development for Southern Pacific Land Company at Los Angeles.

He succeeds G. W. R. McClelland, 59, who died Feb. 14 following a 44-year Southern Pacific career. He had headed the company's industrial development efforts in Southern California since 1961.



W. J. REEVES

Reeves joined Southern Pacific at Los Angeles in 1939, becoming industrial agent there in 1960.

C. W. Hillquist, special assistant at San Francisco, succeeds him as industrial agent at Los Angeles. J. T. Lynch moves up from traffic representative to assistant industrial agent at San Francisco.



H. D. FIFIELD

Herb Fifield Retires

Herbert D. Fifield, manager of the contract department at San Francisco since 1954, retired on April 30 after 45 years with Southern Pacific.

A native of San Francisco, Fifield began his career with the railroad in 1926 as a rodman and worked his way up through various positions in the Engineering and Operating Departments.

Appointments

OPERATING DEPARTMENT: **G. R. Fetty,** to assistant trainmaster, Niles; **J. M. Gallaway,** to acting assistant trainmaster, City of Industry; **D. L. Day,** to acting assistant trainmaster, Los Angeles; **G. L. Hoopes, Jr.,** to acting assistant trainmaster, Eugene.

TRAFFIC DEPARTMENT: **Roland A. Foley, Walter D. Jackson,** and **Michael D. Kolodziej,** to assistant general freight agents; **Robert A. Flynn,** to traffic representative; all at San Francisco; **George R. Dean,** to traffic representative, San Jose; **Edward T. Rehnberg,** to traffic representative, Oakland.

Retirements

HOUSTON DIVISION AND SHOPS: **Luther L. Dixon,** maintenance of way foreman; **Anna J. Frenger,** timekeeper; **Irene R. Harris,** timekeeper; **Thurman P. Hartman,** machinist; **Salvador Hernandez,** tool checker; **C. King,** maintenance of way laborer; **Hollie E. Malone,** car demurrage clerk; **Theodore D. McMillan,** assistant head clerk; **Bernadine S. Rutz,** control clerk; **Rufus Walters,** mail handler; **H. J. Wilkerson,** brakeman; **E. Breaux,** engine foreman; **James C. Brown,** head clerk; **Willie Brown,** carman helper; **Oran L. Canafax,** conductor; **Irving J. Chevalier,** carman helper; **J. B. Hill,** telegrapher-clerk; **James G. House,** conductor; **Lenard J. Lawson,** machinist; **Eugene E. Moore,** locomotive engineer; **Mack H. Parham,** brakeman; **R. W. Riley,** OS&D claim clerk; **William G. Rosser,** fireman; **Bay Spradley,** yard clerk; **J. S. Standlee,** yard helper; **General L. Jackson,** maintenance of way laborer; **John Parker,** warehouse foreman; **Albert Roescher,** ticket clerk; **Guadalupe G. Baker,** janitress; **Ted O. Boswell,** chief claim clerk; **Henry Hughes,** maintenance of way laborer; **Charles S. Leake,** locomotive engineer; **Iona Lee,** laborer; **A. B. Namuco,** machinist; **Fidel Sandoval,** freight car welder; **Frederick A. Pellerin,** locomotive engineer; **H. A. Speck,** file clerk; **Herman Wiley,** mail handler.

LAFAYETTE DIVISION: **Octave A. Barbetta,** bridge tender; **Charlie Moore,** maintenance of way laborer; **Pete J. Victoria,** maintenance of way laborer; **John H. Christen,** lineman; **Ernest Cummings,** general yardmaster; **Joseph A. Hilaire,** maintenance of way laborer; **James A. Sides,** locomotive engineer; **Thelam T. Toce,** agent-telegrapher; **Donald P. Walther,** agent-telegrapher; **Norah Webb,** maintenance of way laborer; **Adam A. Chargois,** IBM line desk clerk; **Prentiss S. Conway,** brakeman; **Gabriel Lassingue,** carpenter helper; **John E. Powell,** assistant claim clerk.

LOS ANGELES DIVISION AND SHOPS: **Alma D. Atwell,** signalman; **J. W. Bell,** brakeman; **Joseph Borzilleri,** freight carman; **David R. Burleigh,** locomotive engineer; **Woodrow W. Collette,** locomotive engineer; **Karl H. Cramer,** car inspector; **Alfred D. Double,** sheetmetal worker; **Manuel A. Garay,** fuel oil attendant; **Sewart G. Goldsmith,** machinist; **Joseph W. Goosby,** laborer; **Ramon L. Hernandez,** maintenance of way laborer; **Joe Johnson,** machinist helper; **John H. Jones,** locomotive engineer; **Joseph W. Landis,** conductor; **Toby I. Landry,** transportation clerk; **Earl F. Leonard,** switchman; **J. R. Martinez,** track walker; **Norman D. Pratt,** chair car porter; **Herbert T. Sabens,** locomotive engineer; **Roy M. Steed,** signalman; **Octaviano P. Telles,** lamp tender; **Salbador Torres,** laborer; **Andrew J. Wells,** locomotive engineer; **James White,** chair car porter; **William C. Witt,** machinist; **Fancis M. Worden,** electrician; **Paul P. Allinger,** fireman; **John J. Borghini,** carpenter; **Richard Y. Byers,** night general yardmaster; **Henry S. Clark,** agent; **Edgeworth Cummings,** laborer; **Thomas J. Gill,** conductor; **Cecil E. Goar,** clerk; **Nicholas Juarez,** yardman; **Rafael P. Martinez,** laborer; **Jose Mejia,** maintenance of way laborer; **Juan I. Zamarripa,** maintenance of way laborer; **Natividad Solis,** maintenance of way laborer; **Expectacion R. Sule,** maintenance of way laborer; **Canuto H. Almaraz,** check clerk; **Alex M. Balsz, Jr.,** yard clerk; **Paul S. Beaver,** locomotive engineer; **Ramon Castro,** fuel oil attendant; **Sumner S. Clouse,** general yardmaster; **Raymond C. DeLong,** conductor; **C. H. Gambold,** conductor; **Lee J. Grey,** conductor; **Roy F. Jackson,** signal codeman; **William Jolley,** file clerk; **Ralph M. Kennerd,** hostler helper; **Sybil O. Leonard,** crew dispatcher; **Generoso B. Mancini,** electrician; **John H. Proll,** switchman; **Jose Ramirez,** stevedore; **Jesus P. Ramos,** tractor operator; **Charles J. Rathgaber,** machinist; **Jose A. Sedano,** laborer; **Nat Sigman,** painter; **George E. Stoody,** fireman; **Paul O. Swingen,** sign painter; **William R. Thompson,** freight carman; **Cirino Uribe,** laborer; **Henry Watts,** stevedore; **Wilbert P. Western,** laborer; **Tony L. Bauer,** steelman; **Alfred J. Binder,** brakeman; **Epigmenio Magdaleno,** maintenance of way laborer; **John W. Meek,** machinist; **Archie D. Durham,** chef-porter; **Harvey A. Kinch,** assistant signal supervisor.

OREGON DIVISION: **George L. Burnett,** maintenance of way laborer; **Willie F. Daniels,** maintenance of way laborer; **John D. Doyle,** car inspector; **John L. Goens,** car inspector; **Fred J. Miller,** conductor; **Oscar C. Monson,** agent; **George F. Olinghouse,** locomotive engineer; **Corman Smith,** locomotive engineer; **Emerson W. Van Doren,** locomotive engineer; **Harry Vetter,** agent-telegrapher; **Norman W. Walkup,** switchman; **Elmer A. Warkentin,** maintenance of way assistant foreman; **Harry A. Barrell,** machinist; **Eric O. Berg,** bridge tender-leverman; **W. R. Brittain,** brakeman; **Marion Eaton,** laborer; **Wallace J. English,** conductor; **Elmo S. Fagen,** carman; **Alfred C. Flora,** switchman; **Arthur D. Gilbert,** switchman; **Merle E. Gilbert,** supplyman; **Robinson H. Gilreath,** brakeman; **Manuel W. Gonsalves,** chief engine crew dispatcher; **Edmund F. Janisch,** locomotive engineer; **John V. Jensen,** locomotive engineer; **Joe P. Keller,** machinist; **C. E. Lacy,** car inspector; **Milford E. Leder,** maintenance of way laborer; **William E. Sanford, Jr.,** locomotive engineer; **G. D. Stark,** yard clerk; **Keith Vance,** agent-telegrapher; **Douglas M. Vose,** conductor; **Lloyd W. Birkett,** locomotive engineer; **Isaac E. Green,** telegrapher-clerk-drawbridge tender; **Arthur E. MacMillan,** conductor; **Lester W. Miller,** machinist; **K. W. Redmond,** telegrapher-printer machine operator; **Roy Ross,** maintenance of way foreman; **Estes H. Stuart,** freight carman; **Donald J. Wolcott,** car inspector; **Dennie L. Dunkerson, Jr.,** conductor; **James A. Harmon,** conductor; **Willard K. Overholts,** draftsman; **Frank Pryatel,** locomotive engineer; **Ray J. Studebaker,** welder helper; **William W. Welborn,** locomotive engineer.

SACRAMENTO DIVISION AND SHOPS: **Albert S. Bartlett,** conductor; **William L. Dillard,** patrolman; **George A. Greer,** pipefitter; **Raymond E. Hawkins,** machinist; **Selah R. Lamb,** locomotive engineer; **Manuel Martinez,** freight carman; **John F. McGowan,** switchman; **Alfredo Rios,** maintenance of way laborer; **Pedro Siaz,** maintenance of way laborer; **Grover W. Sparkman,** conductor; **Myron W. Alvord,** conductor; **George L. Eastland,** maintenance of way foreman; **Lonnie S. Hughes,** assistant chief train dispatcher; **Darrell E. Jorgensen,** conductor; **Alfonso Leon,** car inspector; **George W. Noe,** conductor; **John G. Privitt, Sr.,** brakeman; **Albert S. Spahn,** yardmaster; **Walter Warren,** maintenance of way laborer; **Clifford L. Wells,** manager wire chief-mechanic-telegrapher; **Ira Allison,** locomotive engineer; **Joseph H. Canfield,** chief yard clerk; **John C. Casey,** carpenter; **Amerigo A. Cristoni,** head stenographer; **Refugio M. Guillen,** freight carman; **A. J. Harwell,** switchman; **Jack B. Kennedy,** conductor; **James Lillie,** machinist; **Floyd R. Meyers,** locomotive engineer; **Julian F. Ramirez,** maintenance of way laborer; **Stephen M. Sepela,** clerk-baggageman.

SAN ANTONIO DIVISION: **William C. Bradford,** brakeman; **Robert L. LaNier,** conductor; **Clyde Lewis,** porter; **Alfred P. Quinters,** brakeman; **Frank E. Schaer,** chief rate clerk; **Frederick O. Schumacher,** conductor; **Robert F. Fields,** porter; **James K. Howell,** maintenance of way foreman; **Zina C. Jones,** maintenance of way laborer; **Hugh H. Jordan,** conductor, **John C. Justice,** car inspector; **Robert L. King,** agent; **Hubert A. Lusk,** telegrapher-clerk; **W. A. Mizell, Jr.,** conductor; **Manuel L. Ramos,** maintenance of way laborer; **Felipe J. Reyes,** laborer; **Agipito A. Ricondo,** caboose supplyman; **Alexander Valdez,** inside laborer; **Clarence E. Williams,** conductor; **Earle L. Benke,** engine foreman; **Thomas E. Borges,** head IBM clerk; **Carl Lovett,** locomotive engineer; **Vicente S. Contreras,** maintenance of way laborer; **Ruben R. Cooper,** maintenance of way laborer; **Fred H. Payne,** locomotive engineer; **Aniceto Rodriguez,** maintenance of way assistant foreman; **Raymond C. Carter,** switchman; **J. J. Dodson,** carman; **Arturo L. Hernandez,** stevedore; **R. R. Kerr,** welder; **Monico Meraz,** laborer; **William Mitchell,** maintenance of way laborer; **E. T. Roberts,** yard helper; **Harry E. Suehs,** maintenance of way laborer; **C. A. Syler,** carman; **Marcus M. Twitty,** conductor; **Wesley Wallace, Jr.,** maintenance of way laborer; **Edward L. Armstrong,** car inspector.



Congratulating five Los Angeles Division locomotive engineers on their retirement with a total of 244 years of Southern Pacific service are Supt. J. H. Long, right, and Road Foreman of Engines R. M. Roberts, left. The engineers are, l-r, Andrew J. Wells, 48 years; Walter R. Wells, 49 years; Herbert T. Sabens, 50 years; John H. Jones, 48 years; and Leon Jones, 49 years.

SAN JOAQUIN DIVISION: **Florencio P. Diaz,** car inspector; **David O. Hagler,** water service mechanic; **Koichi Hotta,** maintenance of way laborer; **Marcelino Reymundo,** maintenance of way laborer; **Winfield A. Wharton,** conductor; **Ponciano M. Hernandez,** maintenance of way laborer; **Gerald E. Lewis,** brakeman; **Robert L. Scripter,** freight carman; **Milton E. Baker,** boilermaker; **Stanley McCarty,** conductor; **Mateo Y. Yanez,** fuel oil attendant; **William M. Crane,** machinist; **Jake Dockery,** laborer; **Bernard B. Prather,** switchman.

TUCSON DIVISION: **Carl D. Alexander,** switchman; **Norbert Beagle,** switchman; **Juan P. Garcia,** maintenance of way laborer; **Thomas L. Holland,** brakeman; **Carlos B. Jaramillo,** lead electrician; **William V. McAdams,** wire chief, **Clare W. Mynatt,** cashier; **Manuel Rodriguez,** maintenance of way laborer; **Ora L. Steiert,** switchman; **Joseph S. Tracy,** water service mechanic; **Carrie W. Welch,** printer machine operator; **Orville C. Brooks,** brakeman; **Phillip A. Camp,** switchman; **Erin L. Ferguson,** yardmaster; **Epimenio M. Flores,** car inspector; **Leon D. Kaufman,** conductor; **T. G. Phagan,** switchman; **Charles H. Richards,** brakeman; **Eugene L. Smith,** locomotive engineer; **Ralph H. Butler,** draftsman; **George V. Dadosky,** steno-clerk; **Delfido Elevario,** maintenance of way laborer; **Lonnie French,** switchman; **Vicente Guereca,** telegrapher-printer machine operator; **Clarence V. Hager,** locomotive engineer; **Lemond H. Hatfield,** locomotive engineer; **Jacob Z. Mendoza,** locomotive supplyman; **Russell E. Pierce,** brakeman; **Ashelo W. Andrews,** engine crew dispatcher; **Russell T. Bertram,** locomotive engineer; **Marshall E. Davis,** locomotive engineer; **Norman H. Dietz,** switchman; **Frank W. Grob,** locomotive engineer; **Dan W. Rose,** general foreman's clerk; **Ernest C. Halbrooks,** conductor; **George H. Zierath,** assistant chief clerk to master mechanic; **Everett E. Shaffner,** fireman; **Clyde E. Stephenson,** conductor; **Eduardo Valenzuela,** spike puller machine operator; **Roley S. Ward,** freight clerk.

WESTERN DIVISION: **Cloyd F. Baker,** conductor; **Gil R. Barragan,** laborer; **Roosevelt Brown,** chair car porter; **Charles W. Busey,** coach cleaner; **Caterino H. Campos,** maintenance of way laborer; **John J. Connors,** yardmaster; **Thomas J. Devlin,** steno-clerk; **Helen A. Fuery,** transit record clerk; **James Gannon,** lead carpenter; **Edward L. Grondona,** mail & baggage handler; **Sylvester Holley,** chair car porter; **Raymond N. Landland,** locomotive engineer; **Joel P. Masters,** mail & baggage handler; **William L. McCarty,** switchman; **James W. Moore,** mail & baggage handler; **Chester R. Morton,** chair car porter; **Ida Nagel,** clerk; **Larry F. Ozenne,** mail handler; **George R. Rather,** mail & baggageman; **Llewellyn Roberts,** switchman; **James L. Stewart,** machinist; **Harry Williams,** clerk; **Rex S. Barnes,** head tracer clerk; **Edward A. Bidstrup,** switchman; **Henry Burrell,** clerk; **Frank Chambers,** locomotive engineer; **Shirley Daigh,** locomotive engineer; **Luige Donato,** clerk to general car foreman; **George Follmer,** drawbridge leverman; **Alfred E. Gelan,** chief train dispatcher; **Alex J. Haas,** yard clerk; **William O. Hill,** fireman; **Earl Jenkins,** mail & baggage clerk; **Melvin A. Jensen,** yardmaster; **Rufus Johnson,** clerk; **Charles C. Lawson,** locomotive engineer; **Francisco Becerra,** maintenance of way laborer; **Eugene J. Cochran,** switchman; **Warren E. Fisher,** agent-telegrapher; **Ventura D. Hernandez,** pipefitter; **James L. Johns,** conductor; **Gillon H. Jones,** conductor; **Dallas A. Killen,** carpenter; **Grace P. Maxwell,** clerk; **Adolph H. Mohr,** locomotive engineer; **Paul J. Moore,** telegrapher-clerk; **Thomas A. Murphy,** signalman; **Bernice M. Obanion,** assistant head timekeeper; **Carl G. Pflug,** locomotive engineer; **Homer C. Price,** freight carman; **Johnie Randall,** laborer; **Naomi H. Shields,** assistant head timekeeper; **Garland Shiloh,** maintenance of way laborer; **Robert E. Simington,** signal foreman; **Ole S. Thompson,** clerk-baggage-



Completing 28 years with our company recently was Mrs. Thelma T. Toce, agent at Broussard, La., widely known on the Lafayette Division for her leadership in civic and charitable organizations over the years.

man; **August F. Weyand,** chief clerk; **Ray A. Wilson,** laborer; **Roy A. Graebe,** cashier; **Milburn N. McCoy,** conductor; **William H. McHugh,** yardmaster; **Wilfred W. Meadows,** conductor; **James H. Mitchell,** brakeman; **William J. O'Donnell,** brakeman; **Joseph J. Ottoboni,** carload checker; **Velda V. Roberts,** agent-telegrapher; **Harold F. Shear,** locomotive engineer; **Louis E. Silva,** conductor; **Jack G. Tickner,** engine crew dispatcher; **John A. Torbet,** conductor; **Louis J. Ventre,** switchman; **Fred A. Whitley,** train crew dispatcher; **Earl R. Wright,** conductor; **William J. Green,** coach cleaner.

NORTHWESTERN PACIFIC: **Irma C. Myers,** steno-clerk; **James W. Hacker,** locomotive engineer; **Claude A. Smith,** bridge tender; **Ray P. Willingham,** conductor; **George E. Stewart,** yard clerk; **Francis E. Leonesio,** assistant cashier.

Deaths

DALLAS DIVISION: Pensioners: **Clyde B. Abbott,** conductor; **Obie G. Ethridge,** brakeman; **Clyde W. Wilson,** laborer; **Fletcher F. Nolen,** bridge and building carpenter; **James R. Marks,** conductor; **Lewis W. Young,** yardman; **Madory Wende,** brakeman.

HOUSTON DIVISION AND SHOPS: Pensioners: **Arthur R. Ratcliff,** carman helper; **Ira L. Nance,** assistant section foreman; **James M. Simmons,** chief dispatcher; **Arthur J. Vaillencourt,** assistant head clerk; **Leon W. Watson,** locomotive engineer; **Wilburn W. Mosley,** machinist; **Johnnie Wingfield,** laborer; **Richardine I. Billow,** clerk; **William D. Myers,** caboose supplyman; **Joe L. Smith,** motor truckman; **Isiah Scott,** janitor; **Langdon W. Rowe,** roundhouse foreman; **Adam Pena,** electrician helper; **William F. Lynn,** sheet-metal worker; **Willie D. Meece,** pipefitter helper; **William P. Stamps,** storekeeper; **Tom Knoff,** freight carman; **Edward Sanders,** machinist; **Carroll L. Healy,** buyer; **Ulmond J. Dupree,** agent; **Clifton Buckner,** carman helper; **Joseph A. Graff,** assistant head clerk; **Benjamin L. Manley,** freight carman; **Lewis T. Walker,** laborer; **Arthur Fitch,** laborer; **George Broussard,** conductor.

LAFAYETTE DIVISION: Pensioners: **Victor Gastinel,** boilermaker; **Henry W. Jones, Sr.,** laborer; **Justus C. Labit,** conductor; **Benjamin Lassere,** carman helper; **Isaac Mayfield, Jr.,** extra gang laborer; **Richard Guidry,** laborer; **William J. Casey,** brakeman.

LOS ANGELES DIVISION AND SHOPS: **B. Contreras,** maintenance of way laborer, **G. D. Finley,** machinist foreman; **P. J. Fitz,** clerk; **C. L. Green,** machinist; **R. Guillott,** machinist; **M. N. Kendall,** switchman; **H. Watts,** stevedore; **J. L. Worley,** clerk; **S. S. Albano,** machinist; **J. Fernandez,** carpenter; **M. A. Garay,** laborer; **E. H. Lund,** sheet metal worker; **A. Mora,** motor car mechanic. Pensioners: **Reuben Alton,** freight carman; **Joseph A. Passarini,** upholsterer foreman; **Norval H. Conway** locomotive engineer; **Jesus Martinez,** laborer; **Ralph L. Bailey,** section foreman; **John L. DeLong,** yardmaster; **Jose G. Luevano,** laborer; **Robert E. Whittington,** electrician; **Frank D. Alfieri,** carman; **Elijah G. Findlay,** brakeman; **Jack R. Billings,** machinist; **John I. Zuc,** lead painter; **Eugene J. Borer,** brakeman; **Walter A. Darden,** car cleaner; **Leslie S. Thetheway,** conductor; **Joseph B. Grice,** cafe car chef; **Thomas R. Bond,** brakeman; **John A. Birmingham,** conductor;**George A. Johnson,** switchman; **William E. Payton,** electrician; **Adolf Raugh,** car painter; **George H. Ryan,** machinist; **Arthur J. Rehwold,** district passenger agent; **Percy O. Walch,** switchman; **Walter W. Whitney,** conductor; **Manuel A. Garay,** fuel oil attendant; **Elizabeth C. Stoddard,** clerk; **Minard A. Emberling,** brakeman; **Lee Hollis,** sheetmetal worker; **Juan P. Garcia,** carman; **Reese J. Wagner,** switchman; **Leaumont T. Stiles,** yardman; **John J. Hentrich,** pipefitter; **Henry Watts,** stevedore; **George F. Warncke,** yardmaster; **Frank M. Croon,** chef; **Silviano Mendoza,** lamp tender; **Johnson T. French,** motorman; **Robert Rodriguez,** laborer; **John F. Steffen,** boilermaker; **Pedro F. Martinez,** laborer; **Francisco Viayra,** laborer; **John C. Wise,** locomotive engineer; **Jose R. Calderon,** laborer; **Adolfo B. Martinez,** janitor; **Ernest K. Rausch,** patrolman; **Nelson Shavers,** carman helper; **Gregorio Valenzuela,** truck driver; **Claude J. Owen,** trainman; **Robert W. Jenkins,** assistant chief clerk; **Jack P. Parker,** messenger; **Donald W. Gebo,** pipefitter; **Herbert C. Crosier,** boilermaker; **Henry C. Farley,** industrial clerk; **John F. Rice,** tender truckman; **Howard W. Montgomery,** conductor; **James F. Forney,** pipefitter.

OREGON DIVISION: **P. D. Barry,** switchman; **J. A. Harmon,** conductor; **M. M. McEwen,** maintenance of way welder. Pensioners: **Lewis M. McKinney,** clerk; **Perry M. Cook,** locomotive engineer; **William G. Hall,** conductor; **Carl Dalle molle,** section foreman; **Farris C. Stanton,** boilermaker foreman; **Alvin C. Lucas,** chief clerk; **William M. Van Dyke,** locomotive engineer; **Otto F. Kasten,** stockman; **James A. Harmon,** conductor; **Irwin L. Hurley,** locomotive engineer; **Mary M. Mounts,** telegrapher clerk; **Luigi R. Ionno,** scrap sorter; **William I. Hood,** conductor; **Harry W. Wilson,** crew dispatcher; **Fred H. Goode,** engineer; **Claude A .Bridenstine,** locomotive engineer; **Dorus K. Warner,** millman; **Cyril W. Daw,** locomotive engineer; **Lee A. Hickman,** sheetmetal worker; **Harry L. Johns,** carpenter; **Clarence L. Smith,** car inspector; **Fred T. Wolford,** section laborer; **Annanias Richardson,** machinist helper; **Walker M. Mosher,** boilermaker.

SACRAMENTO DIVISION AND SHOPS: **T. G. Hopkins,** carman; **B. M. LaVelle,** clerk; **G. A. Schorn,** clerk; **F. Willgat,** clerk; **N. L. Hoffman,** clerk. Pensioners: **George L. Parks,** switchman; **Pietro V. Genovali,** molder helper; **Matheus V. Mente,** carman helper; **Calvin L. Morford,** carman-welder; **Edmund L. Shurtliff,** machinist; **Manuel Fernandes,** carman; **Daniel Adams,** machinist helper; **Ernesto G. Galli,** car painter, **Porfirio C. Morales,** carman; **Clarence E. Jacobsen,** locomotive engineer; **James Brodie,** boilermaker; **Orrie Gray,** pipefitter; **John E. Merrifield,** machinist; **Louis L. Cheshire,** switchman; **William H. Lacy,** clerk; **Raymond G. Smith,** brakeman; **George W. Burchard,** assistant chief clerk; **Walter P. Wamsley,** conductor; **Daryl B. McGriff,** locomotive engineer; **John R. Powers,** agent-telegrapher; **John B. Croxen,** millman; **Elmer E. Dennis,** boilermaker; **Florence H. Porter,** clerk; **Harry W. Alexander,** painter; **Eugenio Feletto,** molder helper; **Hans Mikaelsen,** mail handler; **Ethel B. Dyer,** telephone operator; **Nellie L. Hoffman,** stenographer, **David W. Murray,** laborer; **August Eklof,** machinist; **William L. Barnes,** car inspector; **Adam Pavluchuk,** janitor; **Carl S. Gobel,** car inspector; **Theodore W. Helmers,** conductor; **Isaac Z. Smith,** electrician; **Max R. Rechacho,** laborer; **Albino Pacheco,** laborer.

SAN ANTONIO DIVISION: Pensioners: **Roy D. Fink,** engine foreman; **Edward J. Peace,** brakeman; **Maud Shaw,** clerk; **William H. Buchanan,** engineer; **William C. Durbon,** car inspector; **Ylario Hernandez,** laborer; **Martin M. Dowda,** towerman; **Harry H. Huth,** crossing watchman; **Charles L. Saunders,** assistant cashier; **Ray M. Fraim,** machinist; **Charlie H. Wunsch,** yardman.

SAN JOAQUIN DIVISION: **W. M. Crane,** machinist; **G. C. Morse,** carman. Pensioners: **Charles Willoughby,** carpenter; **Hobert M. Martin,** conductor; **Victor E. Reese,** switchman; **William R. Kelly,** locomotive engineer; **Ray C. McElrath,** carman; **Clyde H. Dowler,** electrician; **William M. Crane,** machinist; **George W. Dalton,** boilermaker; **Donald M. Savory,** locomotive engineer; **Theodore H. Hotchkiss,** signalman; **Raymond B. Young,** machinist; **Henry N. Graves,** stationary engineer.

TUCSON DIVISION: **H. A. Leonard,** yardmaster; **L. V. Trosper,** locomotive engineer; **H. C. Lowe,** clerk; **J. Romero,** maintenance of way laborer; **W. B. Solis,** machinist. Pensioners: **Arthur J. Brown,** conductor; **Worth C. Ireland,** machinist; **Frank M. Yetz,** conductor; **Alberto H. Hernandez,** engine watchman; **Gerald V. Dewey,** car inspector; **Charles W. Pearman,** car inspector; **Luis P. Valencia,** boilermaker; **Andres Marquez,** clerk-warehouseman; **Stewart A. Apgar,** telegrapher; **Mauro R. Arrendondo,** boilermaker helper; **Felix S. Lopez,** locomotive carpenter; **Jose S. Rodriguez,** machinist helper; **Clyde A. Morgan,** brakeman; **John W. Prothro,** blacksmith helper; **Henry Riddle,** track laborer; **Porfirio R. Vargas,** track laborer; **Robert R. Robinson,** section foreman; **Adolph A. Stoy,** clerk; **Earl J. Durnil, Jr.,** conductor; **Isaac R. Green,** switchman; **Floyd Bailey,** chair car porter; **Jose Rodriguez,** car inspector; **Genaro V. Garcia,** sheetmetal worker; **D. Carroll Woods,** mechanic; **Guadalupe Lucero,** carman; **Rosser Robertson,** electrician; **Cecil V. Long,** locomotive engineer; **Roy L. Voyles,** locomotive engineer; **Guy L. Boyce,** clerk; **Jose J. Nunez,** section laborer; **Ernest L. Beauchamp,** machinist; **Roy J. Meyer,** locomotive engineer.

WESTERN DIVISION: **R. D. Biancalana,** telegrapher; **R. K. Conner,** locomotive engineer; **L. E. Dudley,** assistant B&B foreman; **J. V. Holden,** switchman; **D. G. Lawlor,** switchman; **O. M. Martin,** mechanical laborer; **D. R. Lapp,** carman; **J. D. Oliver,** electrician helper. Pensioners: **Melvin Clark,** car inspector; **Edward M. Heyden,** locomotive engineer; **Otis A Thornton,** B&B carpenter; **John D. Allen,** general car foreman; **Marion D. Eisenhauer,** train crew dispatcher; **Alejandro Medina,** laborer; **Antony Flaherty,** maintenance of way foreman; **Charles W. Eubanks,** conductor; **Alfred E. Payne,** locomotive engineer; **Francisco Becerra,** laborer; **Ernest J. Krueger,** conductor; **George C. Magnuson,** locomotive engineer; **Kelly B. Wilkerson,** signalman; **Frank R. Webb,** conductor; **Roy W. Bromley,** brakeman; **Arthur H. Hart,** water service mechanic; **James C. McCarthy,** locomotive engineer; **Bud Taylor,** mail foreman; **Jafet U. Koljonen,** carman; **Mildred Hampilton,** coach cleaner; **Ollie M. Martin,** locomotive suppyman; **LaRue M. Winsor,** clerk; **Harold R. Borkowski,** train clerk; **Clyde W. Grummons,** switchman; **Gust Karellos,** crossing flagman; **Charles M. Reynolds,** conductor; **Harvey C. Potter,** file clerk; **Allen P. Boyd,** locomotive engineer; **Mark H. Bradley,** water service foreman; **Savino J. Contreras,** yard clerk; **John H. Charlton,** signal inspector; **George R. Rather,** mail & baggage handler; **Darwin W. Sawyer,** signal maintainer; **Mateo Olocco,** freight carman; **Harold D. Haynes,** telegrapher-clerk-towerman; **George O. Nelson,** carman helper; **Harry W. Tutt,** conductor; **Ottario Venturi,** carman; **John G. Groshart,** freight carman; **William J. Noonan,** switchman; **Orville Ohlson,** boilermaker; **Vincenzo Pricolo,** cellar packer; **Jacob H. Rush,** locomotive engineer.

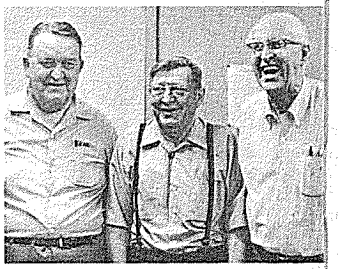
OTHERS: **M. E. Dunn,** agent-telegrapher, Northwestern Pacific; **A. E. Paulist,** chief clerk, Treasury Department, San Francisco. Pensioners: **Leon M. Barkley,** clerk, Oakland Stores; **Donald G. Farneman,** cashier clerk, LAUPT; **Frank J. Bartonek,** head clerk, Payroll Accounts, San Francisco; **Claire R. Rice,** system examiner, General Office, San Francisco; **Paul Norton,** agent-telegrapher, Northwestern Pacific; **Hugh A. Parnow,** stockman's assistant, West Oakland Stores; **Solomon Burrell,** mail & baggage handler, LAUPT; **Mary T. Sullivan,** clerk, Disbursements Accounting, San Francisco; **David F. Wrinkle,** city freight agent, San Francisco; **Minnie G. Walker,** clerk, Accounting Department, Houston.

On-Line and Shop Promotions

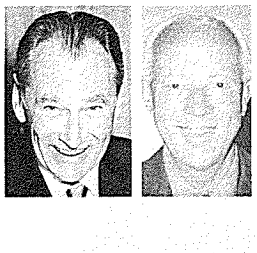
The following employes have been appointed to supervisory positions recently:

OPERATING DEPARTMENT: To yardmaster: **G. F. Christie** and **D. E. DeYoung,** both of Los Angeles Division; **R. G. Negrete, H. C. Balance,** and **R. E. Abraham,** all of Western Division. To locomotive engineer: **Thomas F. Dinger, Gerald R. Kelsay, Frank J. Tortorice, Eugene R. Brown, William E. Fetting, Wayne A. Pierce, Michael J. Pomykata, Michael G. McAuliffe, Dan G. Eckenboy, Edward G. Fitzgerald, Marvin L. Foley,** and **Charles E. Hastings,** all of Los Angeles Division.

MECHANICAL DEPARTMENT: **J. F. Lowry,** to electrician foreman, Los Angeles; **D. L. Singleterry,** to roundhouse foreman, West Oakland; **E. Guisti,** to machinist foreman, West Oakland; **P. B. Briggs,** to electrician foreman, Roseville; **J. R. Marin,** to boilermaker foreman; **M. D. Peralta,** to machinist foreman; **F. C. Gossett** and **G. R. Woodruff,** both to electrician foreman, all at Sacramento General Shops.



These Los Angeles Signal Dept. men retired recently with a total of 132 years of Southern Pacific service. They are, l-r, Lee Phillips, lead welder, 45 years; Al Wicki, lead signalman, 45 years; and Roy Jackson, coderman, 42 years.



Retiring recently in the Purchases & Materials Dept. at San Francisco were Head Buyers J. M. Rosshirt, left, with 34 years of Southern Pacific service, and J. M. Milne, who served 46 years with our company.

Half a Century or More

Congratulations to these veteran railroaders who have completed exceptionally long Southern Pacific careers.



S. R. Lamb, locomotive engineer, Sparks, Nevada, 50 years.



Alphonso Leon, car inspector, Roseville, Calif., 50 years.



Amerigo A. Cristoni, head steno, Superintendent's Office, Sacramento, Calif., 50 years.



J. C. Brown, Sr., boilermaker, Houston, 51 years.



J. H. Canfield, chief yard clerk, Sparks, Nevada, 54 years.



Albert Roescher, ticket clerk and relief agent, Houston, 53 years.



Alfred Miller, Sr., conductor, Lafayette, La., 52 years.



A. S. Bartlett, conductor, Sparks, Nevada, 55 years.

Southern Pacific *Bulletin* Editor: Robert G. Ottman Vol. 55, No. 4

Picture Editor: William M. Robertson, Editorial Representatives: SAN FRANCISCO AREA: **Traffic,** Mrs. Edith L. Johnson/**Accounting,** Mrs. Dina Martin/**Communications,** Charles Griggs/**Mechanical,** Dorothy Nicholas/**Safety,** E. L. Carroll/**PMT,** Mrs. Ree Klinkhammer/**NWP,** D. C. Kilborn/SHOPS: **Los Angeles,** Victor Schiro/**Sacramento,** Jack G. Palmero/DIVISIONS: **Los Angeles,** Nancy Reid (L.A. Traffic), J. A. DeCoster (Indio)/**Oregon,** P. R. Reid (Portland), Mrs. Louise Simonetto (Dunsmuir)/**Sacramento,** Johnny B. Walker (Sacramento), Wayne Marriott (Ogden)/**San Joaquin,** Walter M. Williams (Bakersfield)/**Tucson,** H. V. Hixon (Tucson), John Alexander (El Paso) **Western,** Loretta Madison (San Jose), Florence McClure (Oakland)/**San Antonio,** Jerry DeGerolami/**Dallas,** Peggy Wiley/**Lafayette,** W. P. Reaux. HOUSTON AREA: **Engineering,** E. M. Wall/**Accounting,** Phillip E. Paul/**Houston General Shops,** Miss Edith Buescher. AFFILIATES: **Bankers Leasing Corp.,** Boston, Mass., E. F. McCulloch, Jr.

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These Rail Veterans *retired recently with a combined total of 815 years of loyal service. Our very best wishes to each of them for a long and happy retirement.*



Robert G. Bogle, fuel engineer, San Francisco, 39 years.



Henry E. Laque, conductor, New Orleans, 46 years.



Clement W. Hardin, supervisor of train service, Houston, 42 years.



Ruben H. Perry, car distributor, Roseville, Calif., 47 years.



Mrs. Katherine W. Redmond, telegrapher, Portland, Ore., 26 years.



Clarence Finnell, MofW laborer, New Iberia, La., 47 years.



Mrs. Mildred A. Meyer, telephone operator, Los Angeles, 26 years.



Mrs. Ethyl Rudy, steno, Law Dept., San Francisco, 28 years.



J. A. Camus, conductor, New Orleans, 47 years.



W. H. Gonsalves, crew dispatcher, Gerber, Calif., 48 years.



Joe W. Heaton, yard foreman, Houston, 34 years.



William E. Morris, B&B foreman, Marfa, Texas, 40 years.



Lucius H. Bruner, electrician, Houston, 30 years.



Robert F. Fields, porter, San Antonio, Texas, 43 years.



J. G. Pratt, extra gang foreman, Carmine, Texas, 40 years.



R. H. Quick, brakeman, Yoakum, Texas, 46 years.



Curtis J. Johnson, dining car waiter, New Orleans, 39 years.



T. P. Hartman, machinist, Houston, 37 years.



Mrs. Bernardine S. Runtz, control clerk, Houston Zone Accounting Office, 30 years.



H. E. Malone, car order clerk, Houston, 31 years.



Donald P. Walther, agent-telegrapher, Thibodeaux, La., 49 years.

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